GRIMSBY
PORT HEALTH AUTHORITY

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

FOR

1946.

BY

JAMES A. KERR, V.D., B.Sc., M.D., D.P.H.

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PORT HEALTH SUB-COMMITTEE, 1946.

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OFFICERS OF THE AUTHORITY.

Clerk to the Port Health Authority :—
L. W. HEELER, B.A., LL.B., TOWN CLERK.

Medical Officer of Health :—
JAMES A. KERR, V.D., B.Sc., M.D., D.P.H.

Chief Port Health Inspector :—
* JOHN D. SYME, O.B.E., A.I.N.A.

Assistant Port Health Inspectors :—
* T. J. E. FORD.
* G. B. SEGROTT.
* T. BORROWS.

Office Clerk :—
V. A. LEES.

Rat Searcher :—
E. J. JOHNSTON.

Rat Catcher :—
J. SUNLEY.

* Holds Certificate of the Royal Sanitary Institute as a Sanitary Inspector and as an Inspector of Meat and other Foods.

GRIMSBY PORT HEALTH AUTHORITY.

To the Chairman and Members of the Grimsby Health Committee, acting as the Port Health Authority.

Ladies and Gentlemen,

I beg to submit my report for the year 1946. It is made in accordance with the Regulations of the Ministry of Health which prescribe the duties of the Medical Officer of Health.

1. Constitution of the Port Health Authority.

The Port Health Authority consists of the Mayor, Aldermen and Burgesses of the County Borough of Grimsby, acting by the council.

2. Limits of Jurisdiction.

The jurisdiction of the said Port Health Authority shall extend to so much of the said Port as abuts upon the County Borough of Grimsby, as extended by the Grimsby Extension and Improvement Act, 1889, together with the waters of the said Port within such limits, and the place, or places, for the time being appointed as the Customs Boarding Station or Stations for such part of the said Port, and every other place for the time being appointed for the mooring or anchoring of ships for such part of the said Port, under any regulation for the prevention of the spread of diseases issued under the Authority of the Statutes in that behalf, and the docks, basins, harbours, creeks, rivers, channels, roads, bays, and streams belonging to that part of the said Port for which such Authority is constitutes as aforesaid.

3. General Description of the Port.

Dock Dimensions—

Water Area	138 acres.
Length of Quays	6 miles.
Length of Railway Track	81 miles.

Facilities and Equipment—

Two Graving Docks up to 450 feet long.

Three Slipways comprising—

(a) Three berths for trawlers 160 feet long of gross weight 1,080 tons.
(b) Seven berths for trawlers 150 feet long of gross weight 660 tons.

One coaling jetty with a capacity of 1,600 tons per hour (four conveyor belts each with a capacity of 400 tons per hour).

Three coaling jetties (six berths) for trawlers with a total capacity of 720 tons per hour.

47 electric and hydraulic cranes.

Hydraulic sheer legs, 60 tons.

The docks are owned by the London & North Eastern Railway Company, and are five in number. The Alexandra Dock is available for vessels discharging timber, wood-pulp, salt fish and salt. The Royal Dock is available for all classes of general cargo. While these two docks provide excellent facilities for the discharging and loading of general cargoes as well as coal

and timber, it must nevertheless be understood that Grimsby is essentially a fishing port. The value of the annual landing of fish in Grimsby exceeds that of any other port in the world.

At the close of the year 1946, some 310 trawlers were sailing from the port of Grimsby, and it is anticipated that this number will be considerably increased in the near future. Two of the largest Grimsby trawlers have recently been converted to the use of oil fuel, and the number of diesel engined trawlers is rapidly increasing. The question of storage facilities for diesel and fuel oil is receiving active consideration. Tanks for the storage of diesel oil are being constructed on the North Wall of No. 3 Fish Dock, and facilities for the storage of fuel oil are also to be provided.

The fish market provides 305,850 square feet of covered area, and approximately one mile of quay affords discharging facilities for 66 trawlers. The quantity of fish landed daily ranges from 700 to 1,000 tons, while during the busy summer period, this figure frequently rises to as much as 1,250 tons daily.

The port of Grimsby includes what may be termed a completely self contained district, having nearly 200 factories, ranging from small box repairing premises to extensive cod liver oil factories, heavy engineering works and the world's largest ice factory which is capable of a daily output of 1,100 tons.

4. Duties of the Port Health Staff.

In addition to the inspection of shipping, fishing vessels and canal boats, supervision of fumigations, inspection of imported foodstuffs and other duties usually carried out by the Port Health Staff of the average British port, the Grimsby Port Health Staff are responsible for the inspection of all fish landed in the port. A study of the tables included in this report will serve to illustrate the extent of the responsibility imposed by this duty.

A large proportion of the time of the Port Health Staff is devoted to the administration of such Acts as the Factories Act, 1937, the Shops Act, 1934 and the Food and Drugs Act, 1938, and it will be readily observed that the duties of the staff of the Grimsby Port Health Authority are more varied in nature and cover a wider field than those of almost any other Port Health Authority in this country.

In conclusion, I would like to thank the Officers of H.M. Customs, the Officials of the London & North Eastern Railway Company and the Immigration Officer for their ready co-operation and assistance during the year.

I am, Ladies and Gentlemen,

Yours faithfully,

JAMES A. KERR.

Medical Officer of Health.

Port Health Office,
Whitehall Chambers,
Wharncliffe Road,
Grimsby.

March, 1947.

1. Amount of Shipping entering the Port during the Year.
Table A.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of Vessels on which defects were remedied	Number of Vessels on which defects were found and reported to Ministry of Transpost Surveyors.	Number of vessels reported as having, or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Port Health Inspector				
reign :—								
Steamers ..	298	233,660	39	164	12	7	—	—
*Motor ..	71	13,566	3	33	—	—	—	—
Sailing.. ..	—	—	—	—	—	—	—	—
Fishing ..	1,085	170,658	5	371	135	128	—	—
tal Foreign ..	1,454	417,884	47	568	147	135	—	—
astwise :—								
Steamers ..	105	56,286	3	167	27	15	—	—
Motor ..	90	15,241	—	93	1	2	—	—
Sailing.. ..	—	—	—	—	—	—	—	—
Fishing ..	6,001	416,734	8	1,087	260	224	—	—
tal Coastwise —	6,196	488,261	11	1,347	288	241	—	—
tal Foreign and Coastwise :—	7,650	906,145	58	1,915	435	376	Nil	Nil

* Includes mechanically propelled vessels other than steamers.

The number of vessels of less than 100 tons net (not included in Table A, Column 1) entering the port during the year were as follows :—

Type of Vessel	*British*	*Foreign*	*Total*
Steamships	424	Nil	424
Motor Vessels	299	9	308
Canal Boats	362	Nil	362
Totals :—	1,085	9	1,094

The nationalities of the vessels inspected and re-inspected during the year were as follows :—

Nationality.	*Number Inspected.*	*Number Re-inspected*
British	1,681	265
Danish	85	1
Swedish	47	12
Dutch	40	4
French	34	3
Finnish	7	7
Norwegian	6	9
Icelandic	5	—
Belgian	4	2
Polish	2	2
Faroese	2	—
Russian	1	—
Greek	1	2
Totals :—	1,915	307

II. Character and Trade of Port.

Table B.

(a) Passenger traffic during the year.

No. of Passengers.		1st Class	2nd Class	3rd Class	Transmigrants	Total
Inwards	Aliens	254	—	—	—	443
	British	189	—	—	—	
Outwards	Aliens	247	—	—	—	399
	British	152	—	—	—	

The port of Grimsby has not yet been re-instated by the Home Office as an approved port for Alien Passenger traffic. Nevertheless, Alien passengers are allowed to land and embark, subject to certain restrictions imposed by H.M. Immigration Office. Particulars concerning Alien passengers entering and leaving the port are included in Table B.

(b) Cargo Traffic.

The following tables indicate the description and quantities in tons of the principal imports and exports during the year 1946, as compared with 1945 and 1938.

Principal Imports :—

Import	1946	1945	1938
Wood pulp	48,494	16,250	114,800
Timber	36,126	57,820	5,748
Butter	12,628	4,431	50,073
Bacon	2,067	617	44,271
Eggs	333	779	8,620
Frozen and salt fish	6,221	—	—
Seed potatoes	3,397	—	—
Prefabricated houses	3,492	—	—
Miscellaneous	6,987	37	38,343
Totals :—	119,745	79,934	261,855

Principal Exports:—

Export.	1946	1945	1938
Coal and coke	568,653	441,517	1,030,796
Basic slag	13,816	20,210	—
Government stores	51,413	—	—
Iron & steel manufactures ..	11,060	—	13,122
Agricultural seeds	5,426	—	—
Ammonium nitrate	3,738	—	—
Miscellaneous	24,014	10,695	28,251
Totals :—	678,120	472,422	1,072,169

(c) Foreign Ports from which vessels arrive.

Belgium.	Antwerp, Ghent, Ostend.
Denmark.	Aalborg, Aarhus, Copenhagen, Esbjerg, Horsens.
Finland.	Kemi Kotka, Nyhamn, Uleaborg.
France.	Boulogne, Brest, Caen, Dieppe, Dunkirk, Havre, Rouen.
Germany.	Emden, Hamburg, Lubeck.
Holland.	Amsterdam, Delfzil, Rotterdam.
Iceland.	Reykjavik.
Norway.	Bergen, Christiansund, Oslo, Stavanger, Trondhjem.
Portugal.	Lisbon.
Sweden.	Gothenburg, Halsingborg, Hernosand, Lulea, Norrkoping, Oscarshamn, Skutskar, Stockholm, Stugsund, Sundsvall.

(d) Fish Landings.

The following table provides a comparison between the weight and value of the fish landed at Grimsby during 1946, and the weights and values landed in previous years. The figures clearly illustrate the post war recovery of the fishing industry, and the substantial increase in the value of the fish landed.

Year	Landings	Weight	Value
1946	6,310	3,933,767 cwts	£10,432,007
1945	4,338	2,143,455 ,,	£7,953,030
1938	14,353	4,316,074 ,,	£4,252,252
1937	15,963	3,930,835 ,,	£3,994,323

Medical Inspection of Aliens.

Grimsby has not yet been returned to the list of approved ports, but it is anticipated that this will be done early in 1947.

During the year 254 aliens landed at Grimsby and of these 98 travelled in 27 different ships and were inspected by the medical inspector. The number of vessels carrying alien passengers was 97. No aliens were refused permission to land by the Immigration Officer.

III. Water Supply.

1. Water supplied by the Grimsby, Cleethorpes and District Water Board is available throughout the port area.

2. In Nos. 2. and 3 Fish Docks, water is delivered from hydrants on the quayside. Samples of this water are regularly submitted for bacteriological examination and have been found uniformly satisfactory.

3. In No. 1 Fish Dock, the Royal Dock and the Alexandra Dock, water is supplied to shipping by means of water boats of which there are three in the port. These water boats are maintained in a satisfactory hygienic condition, and samples of water taken from the tanks have shown excellent results. On the other hand, samples of water taken from the delivery end of the hose-pipes connected to the water boats have on several occasions proved unsatisfactory, and it has been found necessary to make repeated representation

to the London & North Eastern Railway Company concerning this matter. The trouble has been completely eliminated by renewing all hose-pipes and by more carefully protecting the hose-pipes from contamination when not in use.

The London & North Eastern Railway Company have prepared plans, upon which work is due to commence at an early date, providing for the installation of fresh water hydrants throughout the port area. When this work is completed, the use of water boats will no longer be necessary.

IV. Port Health Regulations, 1933 and 1945.

1. *Arrangements for dealing with Declarations of Health.*

Declaration of Health forms are supplied to the Pilots and Customs Officers who in turn distribute one to each vessel arriving from a foreign port. The Declaration of Health is collected by the Customs Officer or the Port Health Inspector, whoever is first on board. The forms collected by the Customs Officer are handed to the Port Health Inspector as soon as possible and not later than 0900 hours daily.

2. *Boarding of vessels on arrival.*

In the event of it being found necessary to board a vessel in the River, facilities are available for the Medical Officer and Port Health Inspector to proceed by tug. Vessels may be boarded in the lock-pit, but except in cases of emergency, it has been found more satisfactory to board vessels after they have been moored at their berths. This facilitates the complete mustering of the crew for examination, and gives the Medical Officer a longer period in which to carry out his work.

3. *Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.).*

The registered telegraphic address of the port is " PORTELTH," and vessels fitted with the necessary transmitting apparatus can send messages to " PORTELTH, GRIMSBY " by day or night. Arrangements have been made for the notification of the Port Health Authority by the Customs Officers or Pilots of vessels requiring special attention on arrival in port. Local shipping agents also notify the Port Health Authority when they have received information concerning sickness on board an expected arrival.

4. *Mooring stations designated under Article* 10 *: (a) within the docks, (b) outside the docks.*

(a) Two mooring dolphins in the centre of the Royal Dock.
(b) In the River (i) Off Burcom Buoy,
(ii) Off Sunk Spit Buoy.

5. *Particulars of any standing exemptions from the provisions of Article* 14.

Fishing vessels as such are exempted from rendering a Declaration of Health.

6. *Experience of working of Article* 16.

The instructions set out in Article 16 (i) of the Port Health Regulations, 1933 and 1945 have been printed on page 4 of the Declaration of Health and no difficulty has been experienced in the working of this Article.

7. *Arrangements for (a) Premises and waiting rooms for medical examination, (b) Cleansing and disinfection of ships, persons and clothing and other articles, (c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations, (d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small pox and other infectious diseases, (e) Ambulance transport and (f) Supervision of contacts.*

(a) There are no premises and waiting rooms for medical examination.

(b) When a case of infectious disease has been removed from a vessel, the quarters are thoroughly disinfected by the staff of this Authority. If the disease is vermin-borne, the quarters are adequately dealt with by means of heavy concentrations of H.C.N. as a fumigating agent. Persons are cleansed and deloused at the Grimsby Corporation Hospital and the Burgess Street Clinic. Articles of clothing are disinfected by steam.

(c) Removal by ambulance to the observation block at the Grimsby Corporation Hospital.

(d) The fever hospital at Laceby and the Grimsby Corporation Hospital at Scarthoe.

(e) Ambulances attached to each hospital are available.

(f) Daily supervision by Sanitary Inspectors, and where a contact is proceeding to another district, the Medical Officer of Health for that district is informed accordingly.

8. *Arrangements for the bacteriological or pathological examination of rats for plague.*

Examinations by the pathologist of the E.M.S. Laboratory at the Grimsby and District General Hospital.

9. *Arrangements for other bacteriological or pathological examinations.*

As indicated in paragraph 8.

10. *Information as to the available facilities for the diagnosis and treatment of venereal disease among merchant seamen.*

Every vessel entering the port of Grimsby is boarded by an Inspector who enquires into the occurrence of venereal disease on board. Any person suffering from this disease is strongly advised to attend the Venereal Disease Clinic in Queen Street for treatment and for advice as to the method of obtaining further treatment at other ports and in other countries. Booklets, pointing out the dangers of delay and neglect and giving details of the hours of attendance and the location of the Venereal Diseases Clinic, are placed on board all vessels. Particulars of the examination and treatment of seamen at the Grimsby Clinic during the year 1946 are as follows :—

	British Seamen	Foreign Seamen	Total
Found to be suffering with :—			
(a) Syphilis	19	36	55
(b) Gonorrhœa	49	107	156
(c) Chancroid	—	1	1
Found not to be suffering from V.D...	73	50	123
Total number of patients examined ..	141	194	335
Total number of attendances	317	485	802

11. *Arrangements for the interment of dead.*

Interment locally as soon as possible.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

DISEASE.	Number of Cases during the year.		No. of Vessels concerned.	Average number of Cases for previous 5 years.
	Passengers.	Crew.		
Scabies ..	—	1	1	1·2

TABLE D.

Cases of infectious sickness occurring on Vessels during the voyage but disposed of prior to arrival. NIL.

During the year, no case of Plague, Cholera, Yellow Fever, Smallpox or Typhus occurred, and no plague infected rats were discovered.

V. MEASURES AGAINST RODENTS.

1. *Steps taken for detection of rodent plague :—*

(a) *In ships in the port.*

All ships arriving in the port are examined by the rat searcher for evidence of rat infestation, special attention being paid to vessels from infected ports. Specimens of the rat population are obtained by trapping or poisoning and submitted for bacteriological examination.

(b) *On quays, wharves, warehouses, &c., in the vicinity of the port.*

Systematic trapping and poisoning is carried out by the rat catchers employed by this Authority and by the London & North Eastern Railway Company. A small percentage of the rat carcases are submitted for bacteriological examination.

2. *Measures taken to prevent the passage of rats between ships and shore.*

This Authority insists upon the fitting of rat guards to the mooring lines of all vessels where evidence of rat infestation has been noted.

3. *Methods of deratisation of :—*

(a) *Ships.*

Hydrocyanic Acid Gas is the fumigant almost exclusively used for the fumigation of ships for deratisation purposes. This work is carried out by local contractors under the supervision of the Port Health Inspectors, the recommended quantities and times of exposure being adopted as a minimum. When time permits, post fumigation trapping or poisoning are carried out to test the efficiency of the fumigation.

(b) *Premises in the vicinity of docks or quays.*

Systematic poisoning is carried out in accordance with Ministry of Food recommendations. Zinc phosphide is the poison chiefly used, with arsenic as a follow-up poison.

4. *Measures taken for the detection of rat prevalence in :—*

(a) *Ships.*

This Authority employs a full time rat searcher who boards and inspects all vessels entering the port and submits a report concerning evidence of rat infestation.

(b) *Shore.*

A full time rat catcher is employed by this Authority and periodical routine inspections of all premises within the port area are carried out. Action under the Rats and Mice Destruction Act, 1919 is taken when necessary, and the rat catcher undertakes the disinfestation of premises, the occupier paying the Port Health Authority for his services. The London & North Eastern Railway Company also employs a full time rat catcher.

5. *Rat proofing :—*

(a) *The extent of the rat-proofing on the docks, wharves warehouses, &c.*

The docks, wharves and warehouses can be considered reasonably rat-proof.

(b) *Action taken to extend rat-proofing :—*

(i) *In ships.*

The inspectors and the rat searcher endeavour to secure satisfactory rat-proofing of vessels, special attention being paid to storerooms, food lockers and linings.

(ii) *On shore.*

The rat catcher carries out periodical routine inspections of all premises in the port area and instructs occupiers concerning rat-proofing. Where necessary, action is taken under the Rats and Mice Destruction Act, 1919.

RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On Vessels.

Number of	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats ..	7	19	27	..	13	55	67	26	120	32	23	2	391
Brown Rats ..	..	3	..	..	..	2	..	7	..	2	4	12	30
Species not recorded ..	267	28	2	48	35	..	..	..	21	..	..	..	401
Examined ..	2	..	2	3	..	..	2	..	4	4	6	..	23
Infected with Plague ..	..	..	..	..	..	..	..	..	..	..	..	..	Nil

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of	Jan.	Feb.	Mch.	Apl.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brown Rats ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Species not recorded ..	590	610	650	1407	1565	1177	801	1239	911	743	906	1107	11706
Examined ..	..	..	..	..	..	2	..	..	..	..	..	..	2
Infected with Plague ..	..	..	..	..	..	..	..	..	..	..	..	..	..

In Table F, the figures showing the number of rats caught include the return rendered to this Authority by the London & North Eastern Railway rat catcher.

Rats examined for Plague or other Diseases.

During the year, 17 black rats and 8 brown rats were submitted for bacteriological examination. The report from the Bacteriologist was in all cases as follows :—

"Post Mortem examination of these rats revealed no evidence of infection with B. Pestis, or other diseases."

Table G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected ports arriving in the port during the year—Nil.

Table H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued.					Number of Deratisation Exempt. Certificates issued	Total Certificates issued
		After fumigation with			After trapping poisoning, etc.	Total		
		H.C.N.	Sulphur	H.C.N. & Sulphur				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	3	—	—	—	—	—	3	3
,, from 301 tons to 1000 tons	14	2	—	—	—	2	12	14
,, ,, 1001 ,, 3000 ,,	8	1	1	—	—	2	6	8
,, ,, 3001 ,, 10,000 ,,	—	—	—	—	—	—	—	—
,, over 10,000 tons ..	—	—	—	—	—	—	—	—
Totals	25	3	1	—	—	4	21	25

VI.—Hygiene of Crews' Spaces.

Table J

Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year	Defects of Original Construction.	Structural defects through wear and tear.	Dirt, Vermin, and other conditions prejudicial to health
British	1680	10	346	168
Other Nations	235	—	—	3

Details of defective conditions found and remedied on shipping entering the port during the year are as follows:—

DEFECTIVE CONDITIONS	STEAMERS		TRAWLERS	
	Found	Remedied	Found	Remedied
Defects of Original Construction.				
Artificial lighting inadequate ..	32	29	23	20
Drainage ,, ...	1	—	1	1
Food storage ,, ...	2	2	—	—
Heating arrangements ,, ...	10	8	9	9
Seating accommodation ,, ...	—	—	1	1
Ventilation ,, ...	—	—	1	1
W.C.'s of faulty construction	1	—	1	1
Structural Defects through Wear & Tear				
Bulkheads defective ..	5	3	21	21
Bunks ,, ...	45	34	71	68
Bunk linings/sheathings,, ...	29	26	123	114
Decks ,, ...	19	12	231	224
Decklights ,, ...	—	—	9	8
Doors ,, ...	8	5	15	15
Drainage ,, ...	1	—	1	—
Fresh water pumps ,, ...	—	—	15	14
Hatchways ,, ...	—	—	3	3
Lockers—Clothes ,, ...	24	19	26	23
Food ,, ...	16	16	42	41
Seat ,, ...	—	—	29	22
Store ,, ...	—	—	20	20
Portframes ,, ...	11	6	3	3
Portlights ,, ...	91	83	29	21
Scupperways ,, ...	—	—	30	29
Seats ,, ...	9	9	10	8
Sideplates ,, ...	1	1	66	58
Skylights ,, ...	1	1	13	13
Slop sinks ,, ...	1	1	1	1
Spurling pipes ,, ...	1	—	—	—
Stoves ,, ...	13	10	71	68
Stove chimneys ,, ...	13	10	91	86
Tables ,, ...	6	5	21	21
Ventilators ,, ...	32	26	17	14
Wash basins ,, ...	12	11	2	1
Water tanks ,, ...	—	—	8	7
W.C.—Basins ,, ...	9	7	17	16
Connections ,, ...	—	—	3	2
Flushing Cisterns,, ...	6	6	1	1
Flush pipes ,, ...	8	5	1	1
Seats ,, ...	10	8	8	8
Soil pipes ,, ...	7	4	8	5
Dirt, Vermin and other Conditions Prejudicial to Health.				
Beds dirty	36	36	82	84
Bunks ,, ...	145	123	1347	1194
Galleys ,, ...	8	6	81	79
Lockers—Clothes ,, ...	182	155	366	343
Food ,, ...	52	47	44	41
Seat ,, ...	38	29	319	301
Store ,, ...	—	—	24	20
Transom ,, ...	—	—	30	28
Messrooms ,, ...	4	3	5	3
Quarters ,, ...	97	84	379	357
Quarters verminous	38	32	37	37
Storerooms dirty	8	7	3	1
Wash houses ,, ...	23	21	30	17
Water tanks ,, ...	21	16	174	170
W.C.'s ,, ...	35	30	78	67

Crew Accommodation—Merchant Vessels.

It is satisfactory to note that the improvement in the standard of accommodation on board the type of vessel trading to Grimsby is being maintained.

The provision of two and three berth cabins for the crew is a decided step in the right direction. This type of accommodation is altogether superior to the old type of general forecastle which combined sleeping and eating accommodation, while the lack of ablutionary facilities not infrequently resulted in the crew having to use the forecastles for ablutionary purposes as well as sleeping and eating, especially in cold weather. It is considered that the latest type of accommodation does more than provide better quarters for the crew, it promotes and increases the interest of each individual member in the maintenance of a high standard of comfort and cleanliness in his own particular cabin, and invariably results in greater comfort and cleanliness all round.

Although it is to be regretted, it is nevertheless a fact that of the vessels using the port of Grimsby, those of Scandinavian registration are usually superior to the British vessels in the matter of crew accommodation. This not only applies to the type of accommodation, but also to the state of cleanliness and comfort in which the accommodation is maintained.

In considering the reasons for the unsatisfactory nature of this comparison, it is extremely difficult to apportion responsibility. It is thought, however, that a greater interest on the part of the Masters and Officers, combined with a greater degree of co-operation on the part of the crews, would materially help in providing a solution to the problem.

Crew Accommodation—Fishing Vessels.

The accommodation provided for crews on board distant water fishing vessels remains generally satisfactory, and in many of the largest fishing vessels the standard is greatly in advance of official requirements.

On board the smaller North Sea trawlers the position is not by any means so satisfactory. In this type of vessel, lack of space is the problem for which it appears impossible to find a solution other than complete reconstruction which is not economically or structurally practicable. This shortage of space is a factor which almost invariably results in the sanitary accommodation and forecastles being used for the storage of ships' gear, a very unsatisfactory practice which is proving most difficult to eliminate.

On the other hand, it is gratifying to note that when the question of new tonnage or conversion is being considered, the general tendency is to arrange for the accommodation of all the crew in the after part of the vessel. This arrangement has everything to recommend it, and the only possible objection seems to be that it may result in some increase in the superstructure aft.

The infestation of fishing vessels with vermin is a nuisance which has been brought under control by the energetic measures adopted by the trawler owners and their representatives.

The Port Health Staff are constantly endeavouring to secure the maintenance of a reasonably high standard of comfort and cleanliness on board fishing vessels, but one of the most difficult problems with which the inspectors come into contact is the indifference of the crews. The shortness of the voyages, the frequency with which crews change from trawler to trawler, the exhausting nature of the duties and the seeming reluctance of the skippers to carry out routine inspections of the crews' quarters, combine to produce a lack of interest on the part of the crews which is usually very marked.

INSPECTION OF CANAL BOATS—PUBLIC HEALTH ACT, 1936, PART X.

362 canal boats entered the port during the year. Of this number, 68 canal boats were inspected, and the following defects and contraventions of the Act were found and remedied :—

DEFECTIVE CONDITIONS AND CONTRAVENTIONS.	Found	Remedied
Boats not properly marked and numbered	15	8
Boats not carrying registration certificates	13	4
Certificates not identifying owner with boat	1	1
Cabins requiring repainting	8	4
Cabins in a defective condition	2	1
Cooking stoves in a defective condition	1	—
Water tanks in a defective condition	1	—

Generally speaking, the crew accommodation on board the canal boats using the port of Grimsby is maintained in a satisfactory condition and the majority of the defects noted are remedied by the service of informal notices. During the year, 28 notices have been served on owners in respect of defects and contraventions on canal boats, and no legal proceedings were taken.

No case of infectious disease occurred on any of the canal boats.

VII. FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937.

Inspection of Fish.

The amount of fish landed at Grimsby during the year was 196,688 tons 7 cwts., representing a value of £10,432,007. All fish landed was inspected by the Food Inspectors, and the quantities and descriptions of fish found to be unfit for human consumption were as follows :—

Type of Fish	Weight				Reason for Condemnation	Whether seized or forfeited.	Disposal.
	Tons	Cwts.	Qtrs.	Stns.			
Codling ..	827	17	1	1	Decomposed	Forfeited	Meal Works
Haddock ..	768	19	—	—	,,	,,	,,
Colefish ..	110	1	1	—	,,	,,	,,
Plaice	81	10	1	—	,,	,,	,,
Catfish.. ..	70	3	1	—	,,	,,	,,
Mixed Fish ..	26	8	—	1	,,	,,	,,
Dabs	13	13	3	—	,,	,,	,,
Lemon Soles ..	7	2	3	1	,,	,,	,,
Bream ..	3	12	2	—	,,	,,	,,
Halibut ..	2	13	1	—	,,	,,	,,
Whiting ..	2	3	3	—	,,	,,	,,
Hake	2	3	—	1	,,	,,	,,
Skate	1	10	—	—	,,	,,	,,
Herrings ..		11	1	—	,,	,,	,,
Turbot ..		9	3	—	,,	,,	,,
Dogfish ..		8	—	1	,,	,,	,,
Gurnards ..		8	—	1	,,	,,	,,
Mackerel ..		5	—	—	,,	,,	,,
Ling		2	2	—	,,	,,	,,
Megrims ..		1	1	—	,,	,,	,,
Soles			1	—	,,	,,	,,
Total :—	1920	4	3	—	,,	,,	,,

The above total involved a loss in value of approximately £89,000.

The amount of fish designated as being fit for salting purposes only was 1,039 tons 5 cwts. 3 qrts. 1 stn., representing a reduction in value of approximately £39,500.

Inspections of Other Foodstuffs.

The undermentioned quantities of other foodstuffs were landed during the year, and inspection was carried out under the Public Health (Imported Food) Regulations, 1937 :—

Butter	12,628 tons.
Bacon	2,067 ,,
Offal	1,176 ,,
Salted Fish	1,042 ,,
Eggs	333 ,,
Cheese	74 ,,
Sausage	11 ,,
Total	17,331 tons.

PUBLIC HEALTH (PRESERVATIVES &C., IN FOOD) REGULATIONS, 1925-1940.

During the year, two samples of butter and one sample of sausage were submitted for analysis under the above Regulations. The Analyst reported that all these samples were free from preservatives.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

It has not been found necessary to take any action under these Regulations during the year.

FOOD & DRUGS ACT, 1938.

Inspection of Fish.

The quantities and descriptions of fish condemned ex-rail, fish merchants and other sources during the year under the above-mentioned Act are detailed below :—

Type of Fish	Weight				Reason for Condemnation.	Whether seized or forfeited.	Disposal.
	Tons	Cwts	Qtrs.	Stns.			
Colefish ..	39	—	2	1	Decomposed	Forfeited	Meal Works
Codling ..	21	5	3	—	,,	,,	,,
Plaice ..	14	18	1	1	,,	,,	,,
Haddock ..	8	15	2	1	,,	,,	,,
Herrings ..	7	19	1	1	,,	,,	,,
Whiting ..	1	11	—	—	,,	,,	,,
Lemon Soles ..	1	7	1	—	,,	,,	,,
Cured Fish ..	1	6	1	1	,,	,,	,,
Mixed Fish ..	1	2	1	—	,,	,,	,,
Turbot ..		12	2	1	,,	,,	,,
Dabs		12	1	1	,,	,,	,,
Soles		12	—	1	,,	,,	,,
Mackerel ..		10	3	1	,,	,,	,,
Catfish.. ..		9	2	1	,,	,,	,,
Skate		6	3	1	,,	,,	,,
Tusk		6	1	—	,,	,,	,,
Squids ..		5	2	1	,,	,,	,,
Escallops ..		4	1	1	,,	,,	,,
Lobsters ..		4	—	1	,,	,,	,,
Prawns ..		4	—	—	,,	,,	,,
Salmon ..		3	3	—	,,	,,	,,
Ling		2	2	1	,,	,,	,,
Sprats ..		2	—	1	,,	,,	,,
Crabs		2	—	1	,,	,,	,,
Megrims ..		1	2	—	,,	,,	,,
Hake			3	—	,,	,,	,,
Halibut ..			2	1	,,	,,	,,
Total :—	102	9	—	—	,,	,,	,,

Inspections of Other Foodstuffs.

The quantities and descriptions of other foodstuffs condemned during the year under the Food & Drugs Act, 1938 were as follows :—

Article	Weight				Reason for Condemnation.	Whether seized or forfeited.	Disposal.
	Tons	Cwts.	Qrts.	Lbs.			
Meat	1	3	3	8	Decomposed	Forfeited	Destructor
Canned Vegetables		6	—	5½	,,	,,	,,
Biscuits			4	—	,,	,,	,,
Canned Milk ..			3	23	,,	,,	,,
Fish cakes ..			3	12	,,	,,	,,
Fruit			2	24	,,	,,	,,
Canned Meat ..			2	21½	,,	,,	,,
Canned Fish ..				12	,,	,,	,,
Total :—	1	14		22	,,	,,	,,

Shell-Fish.

There are no shell-fish beds or layings within the jurisdiction of this Authority.

District—Sanitary Conditions.

District—Limits of Jurisdiction.

By agreement with the Public Health Department, portions of several additional streets have been included in the area coming within the jurisdiction of the Port Health Authority, and this arrangement has enabled a more satisfactory boundary line to be drawn between the Port Health area and the County Borough.

Road Surfaces.

The condition of the road surfaces in the vicinity of the Fish Docks cannot be regarded as other than most unsatisfactory. The material at present being used for repairing the roads is very short-lived and is readily churned up by lorries and by the sharp edges of fish and offal barrels. Uneven surfaces and pot holes are numerous, a condition which renders efficient cleansing almost impossible and often results in the accumulation of liquids and fish scraps of an objectionable nature.

It is gratifying to note that the London & North Eastern Railway Company have now agreed to consider the improvements of these roads for inclusion in their programme of engineering works for 1947.

The roads in the neighbourhood of the commercial docks are maintained in a good state of repair. A new road, approximately 1¾ miles in length and extending from Garth Lane to the Royal Dock, has recently been completed.

Public Conveniences.

There are still several public conveniences situated within the port area which can only be described as completely out of date in structure and general arrangement. Representations concerning this matter have been made to the London & North Eastern Railway Company who readily agreed to consider the reconstruction of all unsatisfactory public conveniences. Plans have

been prepared and agreed upon between the London & North Eastern Railway Company and this Authority, and it is hoped that the reconstruction work will be commenced during 1947.

Fish Processing and Fish Curing Premises.

The area within which most of the fish processing is carried on in the vicinity of the Fish Docks remains generally unsatisfactory. Most of the property is very old and limited in area and of such a nature as to render impracticable any extensive alterations. The roadways are unevenly surfaced and narrow, and do not permit of efficient cleansing. Under these circumstances, the suitable storage of fish offal while it is awaiting collection is almost impossible, a state of affairs which results in the roadways being lined in places with barrels of fish offal from which offensive juices may escape on to the roadway. During the summer months, a considerable amount of time and labour has to be expended on the cleansing of the roadways in order to avert the creation of a general nuisance.

In view of the foregoing, it is pleasing to note that provision is being made under the Town and Country Planning Act, 1944, for adequate and suitable sites for fish curing and fish processing premises in another area.

In the meantime, the sites which are available in the vicinity of No. 3 Fish Dock are being acquired by some of the leading fish processing concerns and by other concerns whose activities are ancillary to the fishing industry. All the premises at present under construction are excellent examples of modern planning. One fish processing and quick freezing factory, which the owners are hoping to complete during 1947, will be the most up to date and possibly the largest of its type in the world. Another building at present under construction has been designed for fish processing and fish curing with a daily output of between 8,000 and 10,000 stones of which some 3,000 stones will be cured fish.

It is unfortunate that acute shortages of labour and material have prevented the London & North Eastern Railway Company from keeping pace with this new construction in the matter of providing sewers and made up roadways. This time lag between the completion of the premises and the provision of sewers has compelled the occupiers to resort to improvisation as far as sanitary accommodation is concerned, with results which are not in keeping with the otherwise excellent planning of the area generally. It is to be hoped that this improvisation will not be necessary over a prolonged period.

It is anticipated that the gradual exodus from the existing fish processing and curing premises situated in the congested area will become more general as suitable alternative sites are made available.

Offensive Trades.

Fish Curing and the manufacture of Fish Meal and Cod Liver Oil are the scheduled offensive trades carried on within the port area. The premises concerned have been kept under constant supervision by the Port Health Staff and have not been the subject of any complaint.

DISTRICT—INSPECTIONS AND RE-INSPECTIONS.

During the year, the following inspections and re-inspection of factories and other premises, etc., were carried out under the appropriate Acts and Regulations :—

	Inspections	*Re-Inspections*
Factories with power	160	318
Factories without power	172	220
Fish Curing houses	84	192
Fish Cleaning houses	90	88
Workplaces	63	163
Shops	49	50
Public conveniences	34	31
Streets, Drains, etc.	16	7
Refuse bins	13	10
Totals :—	681	1,079

DISTRICT—SANITARY IMPROVEMENTS EFFECTED.

During the year, one statutory notice and 436 informal notices concerning defects and nuisances were served on owners or occupiers. It was not found necessary to take any legal proceedings. The following defects and nuisances were remedied or abated :—

GENERAL.

Defective :—		*Dirty :—*	
Artificial lighting	20	Curing houses	50
Doors	43	Factories & Workplaces	65
Fireplaces	2	Fish houses	26
Floors	32	Messrooms	4
Road surfaces	1	Other premises	5
Roofs	9	Stairways	12
Stairways	7	Storerooms	2
Walls	10		
Windows	79		
Yard surfaces	1		
Inadequate :—		*Miscellaneous :—*	
Artificial lighting	5	Accumulations of refuse	18
Doors	12	Overcrowding	1
Messing facilities	4	Rat harbourage	4
Ventilation	8	Rat proofing	13
		Refuse bins	4

DRAINAGE.

Drainage :—		*Defective (cont.) :—*	
Choked	40	Soil pipes	12
Defective	9	Waste pipes	4
Inadequate	2		
Not provided	3		
Defective :—		*Not provided :—*	
Eaves gutters	12	Gullies	26
Gullies	2	Gully covers	3
Rain water pipes	8	Inspection chambers	13
		Inspection chamber covers	11

Sanitary Accommodation.

Sanitary accommodation :—		*Not provided :—*	
Defective	10	Flushing cisterns	16
Dirty	71	Flushing pipes	7
Not complying with the Regulations	41	Hot water supply	3
Not provided	28	Urinals	3
Not ventilated	1	Washing facilities	46
		Water supply	4
		Water taps	4
		W.C. Seats	1
Defective :—		*Dirty :—*	
Flushing cisterns	14	Public conveniences	10
Flushing pipes	16	Wash places	2
Public conveniences	1		
W.C. Pans	2		

Fish Market—Sanitary Conditions.

Reconstruction.

A portion of the fish market, approximately one thousand feet in length, was destroyed by enemy action during the late war. It was fortunate that the part destroyed happened to be the oldest portion of the market, and due for reconstruction in any case. Reconstruction on a semi-permanent basis has now been completed, but it is planned to add a second storey at some time in the future which addition will result in the market being uniform throughout its length.

The Chapman and Henderson jetties now constitute the only section of the fish market which has not been completely modernised. These two jetties do not form part of the fish market proper, and are no longer used for the landing of fish. It is understood that the future of these jetties is now being considered by the London & North Eastern Railway Company, and that either demolition or complete reconstruction will be carried out.

Fish boxes.

The cleansing of the boxes which are used for the sole purpose of unloading fish from the trawlers constitutes a problem for which no completely satisfactory solution has yet been found. During the year, one box washing machine was brought into use. This machine washes from 150 to 200 ten-stone fish boxes per hour with reasonably good results. Six additional box washing machines are on order but shortage of material is holding up delivery. It is thought that these machines will materially assist in maintaining the fish boxes in a clean condition when as many as 20,000 such boxes may be in use daily. A new and very welcome aspect of the situation concerning fish boxes is the possible introduction of containers made from aluminium alloy in place of the wooden boxes at present in use. Several of these new containers have been tested in actual use on the fish market, and certain modifications are being carried out. The aluminium alloy container is not affected by the action of sea water, and it presents a smooth and cornerless surface which will very greatly facilitate cleansing. Although the price factor is heavily in favour of the wooden box, it is hoped that the not too distant future will witness the gradual elimination of this unhygienic type of fish container.

When considering the means used for despatching fish from Grimsby to the inland markets, it is evident that the wooden boxes at present in use

leave a lot to be desired in the matter of cleanliness and general appearance. These boxes are quite satisfactory when new, but after regular use without thorough cleaning between trips, they become very dirty and dilapidated unless periodically withdrawn from service for overhaul and repair. It is pleasing to record that the fishing industry is fully alive to the many criticisms which can be directed against the use of wooden boxes for the transportation of fish, and every effort is being made to eliminate the reasons for such criticisms or to provide a really satisfactory substitute.

In this connection, local box manufacturers are investigating the possibilities of spraying all surfaces of new boxes with a special plastic lacquer. Tests have been carried out on these lines, and it is claimed that the application of this lacquer will cover the surfaces of the box with a hard, smooth, impermeable coating which will prevent deterioration and discolouration of the wood, and which will impart an even, non-absorbent surface, thus rendering simple the thoroughly efficient cleansing of the boxes. It is also claimed that the lacquer will not affect or taint the fish in any way. It will be very interesting indeed to study the progress of this innovation.

Experiments on completely different lines have been made by one of the leading Grimsby wholesalers. Tests have been carried out in the use of all metal containers manufactured from aluminium alloy. These containers are designed in different sizes and will hold up to six stones of fish. All corners are rounded and the lid is of the sliding push in type. Holes are provided in the bottom of the container to allow for drainage, and the container itself is compact and sturdy and presents a clean and pleasing appearance. It is obvious that a container of this type can be satisfactorily cleansed with a minimum of labour, and if the metal does not tend to absorb heat in warm weather, this container would appear to provide a solution to the problem of the dirty fish box so frequently to be observed on almost any main line station.

Fish Market—Inspections and Re-Inspections.

The appointment of an additional Port Health Inspector during the year has enabled the Port Health Staff to resume supervisory work on the fish market. Details of the work carried out are as follows :—

	Inspections	*Re-inspections.*
Fish stands	26	13
Box lofts	241	87
Kit lofts	54	15
Offices	2	—
Totals :—	323	115

Fish Market—Sanitary Improvements Effected.

The following defects and nuisances were remedied or abated :—

Defective :—		*Dirty :—*	
Fish bins	2	Box lofts	87
		Kit lofts	11

Quick Freezing of Fish.

During the year 1946, the potentialities of the quick freeze process as applied to fish have been thoroughly investigated by the fishing industry and the year has witnessed the installation of various plants for dealing with fish by this method of freezing.

When heat is being extracted from fish, there is a distinct pause in the downward trend of the temperature at approximately 28 degrees F., and it is at this temperature that the formation of ice crystals takes place with resultant damage to the tissue when the ice crystals burst on thawing.

The advantage of the quick freeze method is that the range of critical temperature is very rapidly overcome and the formation of ice crystals is almost entirely eliminated. Natural juices are retained and the product is in fact, exactly the same as fish prior to freezing.

Quick freezing can not improve the quality of fish, but it is claimed, and justifiably so, that when the product of quick freezing is placed on the dining table, it is equal in every way to the original and is indistinguishable therefrom.

Blast freezing and freezing by plate contact are the methods chiefly favoured in Grimsby and a few remarks on these two methods may be of interest.

Blast Freezing.

The plant consists of a battery of cabinets into each of which a truck loaded with fish on trays is wheeled. Each of the cabinets is fitted at the back with hand controlled shutters, operated from outside, so that the air circulation to any one compartment can be shut off when loading or unloading are being carried out.

When a cabinet has been loaded and the door closed, the shutters are opened and the fish is subjected to a blast of air at a temperature of from -25 to-30 degrees F. After the requisite time, the truck is removed from the cabinet and each block of fish is dipped in water. This operation, known as glazing, encases the whole block in a film of ice. The fish is now ready for packing in wax cartons and placing in the cold store.

Plate Freezing.

Each cabinet consists of a series of fixed and movable horizontal plates. The bottom plate is fixed and each alternate plate above is movable. The movable plates are lifted simultaneously by means of a hydraulic jack, thus allowing space between the fixed and movable plates for the fish to be frozen. When loading has been completed, the hydraulic jack is released and the movable plates lowered under pressure, giving contact to the fish, top and bottom.

The fish to be frozen is placed in pans which are inserted between each pair of freezer plates, where the freezing is accomplished by conduction. The fish rests on the bottom plate and the top of the fish is in contact with the upper plate and sufficient pressure is exerted to ensure the exclusion of any air cushion. Extraction of heat commences immediately from top to bottom.

In both these methods of quick freezing the time taken is from one to two hours.

Fish Inspection.

Designation of Fish " For Salting Purposes Only."

One of the greatest handicaps under which the fish inspector carries out his duties is that he possesses no power to deal with fish of inferior quality which may be fit for human consumption at the time of inspection but which may possibly be unfit for consumption by the time it arrives at its final destination.

For many years it had been the practice in Grimsby for the Port Health Staff to designate such fish as " for salting purposes only." This designation

was not provided for in any act or regulation and was merely an informal working arrangement. During the war on the 3rd April, 1944, local officials of the Ministry of Food came to an agreement with the trade that the sale of fish designated " for salting purposes only " would be restricted to certain firms situated at Pyepipe. These firms were solely engaged in the preparation of salt fish and were not in the wet fish trade, so that the possiblity of fish which had been designated " for salting purposes only " being sold as fresh fish did not exist. This arrangement was satisfactory as far as the Port Health Authority was concerned.

As the year 1946 progressed, there was a gradually increasing agitation by those salters who were engaged in the wet fish trade and had formally received supplies to revert to the pre-war arrangement. The Ministry of Food came to the conclusion that there was no legal justification for continuing to adhere to the war time arrangements. Since the Port Health Staff could not adequately supervise the segregation of such specially designated fish, it was decided to discontinue the use of this designation and revert to the rule laid down by the Ministry of Health, i.e. that there are only two types of fish—good fish and bad fish. It may be mentioned that the duties of the fish inspectors have, if anything, been rendered more onerous by this change.

There was a good deal of complaint from the industry as a whole because it was felt that the supplies to the salters would be materially diminished. The trade, however, have the remedy in their own hands, for if they want salters to be available in the Port to carry them through periods of glut, the Allocation Committee of the trade should be prepared to allocate a steady small percentage of all fish from the distant fishing grounds.

Sorting of Fish.

The fish inspectors frequently find that fish of mixed quality is exposed for sale on the fish market, and it would seem to be quite impossible to prevent this occurring. Most of the deep sea trawlers commence landing at midnight and unloading is usually completed before daylight, which means that all the work is done under artificial light. In the event of inferior quality fish becoming mixed with fish of good quality either in the trawler or during the process of landing, the separating of such fish is a matter of extreme difficulty. Consequently, quantities of fish of mixed quality are frequently exposed for sale on the market.

The inspector is then faced with the problem of having to deal with a quantity of fish which is partly composed of good fish and partly of fish which may be unfit for human consumption. To seize all the fish would be a very drastic measure to adopt, although it has occasionally been found necessary to do so. Each case is treated on its merits and it is usually found practicable to instruct the owners of the fish to separate the good from the bad fish prior to final disposal. This process is known locally as " Sorting."

Because of the indiscriminate and hap-hazard methods adopted by the owners and merchants when carrying out the sorting of mixed quality fish, it has been found necessary to insist on a definate procedure being introduced and maintained. Accordingly, an arrangement has been agreed upon between the Trawler Owners and Fish Merchants on the one hand and the Port Health Authority on the other hand. The section from that agreement having the most direct bearing on the subject is reproduced below :—

> " When sorting is completed, all the fish dealt with must be arranged in two separate and compact stacks of not less than three boxes in height. One stack to consist of fish which is, in the opinion of the

sorters, fit for sale, and the other stack to consist of rejected fish. It is emphasised that the Port Health Authority will not undertake the inspection of any sorted fish unless this proceedure is rigidly adhered to."

Fish Meal Works.

These do not play as prominent a part in the Industry as they did during the pre-war period because all the raw materials are now confined to offal and fish condemned by the Port Health Staff, whereas formerly price regulations played a part.

They do, however, play a vital part in the Industry by performing two functions :—

(a) Production of valuable fertilizer material.

(b) Diminution of potential nuisance.

It has been necessary for the local officer of the Ministry of Food and the Port Health Department to make strong representations to the appropriate quarter to ensure sufficient fuel being made available to enable the works to carry out adequately their special functions.

Welfare Work.

The Grimsby Exchange Ltd. (representing the Trawler Owners) run a dock clinic for the sea-going population. The Staff consists of a full time Medical Officer and three surgery assistants. Besides the treatment of minor maladies, they have periodic examination for physical fitness. The scheme covers over 3,000 personel—350 ships. Facilities for X-ray examination and radiant therapy are available and there is full maintenance and supervision of the medicine chests of the trawler fleet.

I am indebted to Dr. J. Lanny for the following statistics relating to the work carried out during the year :—

Total consultations	2,316
Compensation cases	252
New entrants admitted	700
New entrants rejected as unfit	40
Released from fishing on medical grounds	240

There is also a First Aid Hut under the auspices of the Fish Merchants which is manned by a surgery assistant and where the number of attendances per annum is said to run as high as 13,000. The National Dock Labour Corporation is proposing to organise a welfare scheme for all branches of industry in the dock area, and one of their aims is the provision of one or more clinics suitably staffed and available for minor injuries in all sections of the community working on the Estate.

H.M. Inspector of Factories.

The appointment of a resident Inspector of Factories in Grimsby has proved a welcome and useful innovation.

The co-operation between H.M. Inspector of Factories and the staff of this Authority has been cordial and has resulted in a strengthening of the position of the Port Health staff as far as the administration of the appropriate sections of the Factories Act, 1937 is concerned.